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The Editor will gratefully receive contributions, in English or Tamil, of articles on matters of *National War Front interest*, and publish them, if suitable, as signed articles, in the Bulletin. The articles should be short and reach the Editor a week in advance.

LECTURE CLXXXVIII.

INDIAN ECONOMIC FRONT.

(By Mr. V. Satyamurti Ayyar, B. A. B. L., Vakil Chief Court and Town Organiser, N. W. F., Pudukkottai).

This total war which has spread to every corner of the earth has affected the life of the individual in many ways.

While the countries which are in the thick of the fight, like Britain and Russia, are experiencing untold sufferings as a result of the direct impact of the armed forces on land, in the air and at sea, countries such as India and South Africa, but for a few coastal aerial bombings, or a few dog-fights in their seas, are comparatively safe from such sufferings.

Britain, fortifying herself against the ruthless enemy, has organised her economic resources in such a way as to continue the war vigourously, and is assuring her civilian and military supplies by her naval strength.

Britain would face starvation, if her sea-lanes were not safe; hence her successful war against the U-boats.

But quite different is the case with India, which has abundance of raw materials and is in a position to take advantage of her situation as a supplying country.

The announcement that India has been converted into a base of operations for the South East Asia Campaign is important in this way, namely, that the economic resources of India must primarily be utilised to support this campaign.

And in order to organise the free flow of supply to the fighting forces, it is quite necessary that all the resources of the country, in men, money and materials, should be pooled, and, while war requirements are paramount, distribution of supplies has

to be made to the civilian population in such a way that no waste is incurred and morale is not endangered.

This distribution, which is effected by rationing and control of foodstuffs, should be actively helped by all the people. Rules and regulations are not enough.

If the hoarders of foodstuffs are not found out and brought to book, if profiteers go unchecked, and if financial scare spreads, the real sufferers will be the common peoples who will be reduced to starvation and famine.

Hence, it is our duty to educate our brethren in the duty of helping the Government in all their efforts to secure even distribution of foodstuffs and to persuade men not to hoard, and profiteer.

The circulation of abundant money due to war profits has led to high prices. The result is depreciation of Government currencies, and this has to be prevented by making capitalists and small savers invest their spare money in Government schemes.

This will result not only in the withdrawl of the extra amounts, but will further the war efforts of the Government. The Small Savings Scheme, the Lucky Prize Bonds, the Defence Loans, and the Post Office Cash Certificates—all help the individual to become thrifty. At the same time the money so saved, will have a higher value after the war.

If, in all these ways, we can strengthen the economic front of India, we shall be helping the Government to bring this fiendish war to a successful and speedy termination.

WEEKLY WAR SUMMARY.

(A)—LEADING EVENTS.

29—2—44 (Tuesday).	**" Final defeat of *GERMANY* near " says *STALIN*.**
1—3—44 (Wednesday).	**Allies land on *ADMIRALTY* Isles. Russia announces peace terms to *FINLAND*.**
2—3—44 (Thursday).	**Russian troops cross the *NARVA* River inside *ESTONIA*. Allies repulse third *GERMAN* attack on *ANZIO* beach-head in *ITALY*.**
4—3—44 (Saturday).	**U. S. Aircraft raid *BERLIN* in day-light.**
5—3—44 (Sunday).	**Russian break through on the First *UKRAINIAN* Front.** **R. A. F. Mosquitos bomb *BERLIN*.**
6—3—44 (Monday).	**American bombers attack Berlin District in day-light.** **U. S. Ground troops begin action in Burma. The Russians cut the *ODESSA—LWOW* Railway between *TARNOPOL* and *PROSKUROV*.**

(B) NEWS IN BRIEF.

Russia.—The Battle for the Baltic States is in full swing. The fighting is concentrated round four key-positions—NARVA, PSKOV, OSTROV and VITEBSK.

In the OSTROV direction SASHIKHINO, ZAMOSHIE and SERGINO have been taken.

Russian troops have reached the Gulf of Finland, West of NARVA and cut off a l retreat for the German garrisons in NARVA. The enemy's situation at PSKOV has worsened. OSTROV is threatened by converging Russian columns. Russian pressure is increasing at VITEBSK.

A new Russian break-through on the First Ukrainian Front is reported. In this area IZYAZLAVL, SHEYSK, YAMPOL and OSTROPOL have been captured. The VINITSA—UMAN railway has been broken.

In another new offensive, the ODESSA-WARSAW railway has been cut between TARNOPOL and PROSKNOV.

South of KRIVOIROG (Lower Dnieper), Soviet troops have crossed the Ingulets river and captured Ingulets town and NIKOLOKOZEISK. The drive is towards Kherson and NIKOLAYEV, on the Black sea coast.

Italy.—The enemy launched his third offensive on the ANZIO Front on Tuesday but it was much smaller than the second. The first offensive lasted 3 days, and 17 enemy divisions took part. In the third offensive the fighting lasted 28 hours only, and only 3 German divisions were put into the field. The attack was on a narrow front of a thousand yards between CARROCATO and CISTERNA. No ground was gained.

After this throw-back, two small counter-attacks were launched on Wednesday against the American-held front; both of them were smashed.

On Sunday, a German attack on the American-held position in the CISTERNA area was scattered.

On the Eighth-Army Front, a German company attacked positions held by Indians on March 5 and withdrew. The engagement lasted two hours.

Air Raids over Enemy-held Europe.—After a lull of four nights, the R. A. F., carried out a raid on STUTTGART, an important industrial centre, on March 1. 600 aircraft took part. On the same day, Mosquitos attached Munich and military objectives in FRANCE and the LOW COUNTRIES. The Allies lost only 4 aircraft out of the 600, the lowest on record. STUTTGART has now had 5 major R. A. F. raids.

On March 3, American aircraft carried out a day-light raid on BERLIN. This was the first time American aircraft were over BERLIN. The same night, R. A. F. Mosquitos bombed the capital. Not a Mosquito was lost. On the following day, Americans raided BERLIN again: this time it was a bomber attack. The attack on BERLIN has since been repeated, by Mosquitos on the 5th night and by American bombers, by day-light, on the 6th. BERLIN is given no rest.

R. A. F. offensives were also carried out over the Paris region, where there are several warcraft factories and enemy-held airfields. American fortresses bombed TOULON and the naval bases on the Mediterranean coast.

The Pacific.—Several islands in the Admiralty group in the *Bismarck* Archipelago have been occupied.

Burma.—Some new positions have been captured N. and N-E of BUTHIDAUNG.

American ground forces have joined with the American-trained Chinese troops and gone into action. They have taken WALAWBUM and MAINGKWAN. Chinese forces have completed the occupation of RITUGA.

ALLIED AIR RAIDS.

27—2—44. (Sunday).

EUROPE (German occupied).

DAY & NIGHT:—

No information.

ITALY.

Air combats over the ANZIO area (1 enemy plane shot down).

Airfields near ROME.

Communications behind the ANZIO beach-head area.

RUSSIA.

(98 enemy planes shot down).

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Enemy ships in the KAVIENG area and in the STEFFENS STRAIT.

Airfields at RABAUL (N. Britain).

LORENGAU and MAMOTE (Admiralty Islands).

Enemy installations at WEWAK (N. Guinea).

Supply dumps at MADANG and ALEXISHAFEN (N. Guinea).

Enemy positions in BOUGAINVILLE.

BURMA.

Railway yards at PEGU.

Enemy positions in MAYU, ARAKAN and KALADAN Rivers.

Rail stations and warehouses at YE-U and TINDEINYAN.

Ammunition dump at CHIKOBI.

Railway targets at MYITKYINA.

28—2—44 (Monday).

DAY:— EUROPE (German occupied).

Military targets in Northern FRANCE including the PAS DE CALAIS area (6 Allied planes missing; 1 enemy plane shot down).

ITALY.

Airfields at GUIDONIA, LITTORIA and MARCIGLIANA.

The landing ground at CAMINO.

Shipping at ANCONA and off the DALMATIAN coast.

Rail and road traffic at CHIETI and TERNI.

RUSSIA.

(36 enemy planes shot down).

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Enemy supply areas at RABAUL (N. Britain).

Airfields at WEWAK and TADJI (N. Guinea).

Barracks on MUSCHY Island.

Airfields at MADANG and ALEXISHAFEN (N. Guinea).

Barges off SAIDOR.

The airfield on WAKE Island.

Enemy bases on MARSHALL Islands.

BURMA.

The railway station at SHWEBO.

The railroad from KINU to PINTHA.

Objectives in the ARAKAN and CHIN HILL areas.

A Jap camp in the HAKA District.

Railyards at MANDALAY, AKYAB and MONYWA.

A Jap H. Q. at PAKOKKU.

29—2—44 (Tuesday).

EUROPE (German occupied).

DAY:—(9 Allied planes missing).

Aircraft factories at BRUNSWICK (Germany).

Military targets in Northern FRANCE including the PAS DE CALAIS area.

ITALY.

German troops and transport concentrations in the beach-head area.

The airfield at VITERBO.

Littorio railway yards near ROME.

RUSSIA.

(9 enemy planes shot down).

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Airfields, and gun positions, and warehouses at RABAUL (N. Britain).

Supply and bivouac areas at WEWAK (N. Guinea).

Airfields and gun positions at HANSA BAY.

Enemy barges off the S.W. coast of BOUGAINVILLE Island.

Railway yards at RANGOON.

Bridges in the YE-U area.

A railroad bridge near KAWLIN.

A bivouac and stores area near SHADZUP.

1—3—44. (Wednesday).

EUROPE (German occupied).

NIGHT:—

The industrial centre of STUTTGART.

Objectives at MUNICH and in the LOW COUNTRIES (4 Allied planes missing).

ITALY.

Shipping off the DALMATIAN coast.

Enemy communications in the ANZIO area.

Patrolling over the ANZIO beach-head.

RUSSIA.

(24 enemy planes shot down).

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Airfields at RABAUL.

7 barges off PURIATA River.

Targets in CHOISEUL BAY.

Airfields at WEWAK (N. Guinea).

Targets in HANSA BAY.

BURMA.

Supply dumps at TAUNGUP.

Objectives in the ARAKAN.

Communications in S. BURMA and CHIN HILLS.

2—3—44. (Thursday).

EUROPE (German occupied).

(1 Allied plane lost).

DAY:—

Objectives in S.W. GERMANY, LOW COUNTRIES and Northern FRANCE.

Military targets in the PAS DE CALAIS area.

The railway centre of AMIENS (France.)

NIGHT:—

Aircraft factories in the PARIS region.

Objectives in Western GERMANY.

Laying mines in enemy waters.

ITALY and the BALKANS.

Enemy-held positions in the CARROCETA VELLETRI—CISTERNA area.

Coastal shipping and road transport in YUGOSLAVIA.

Railway yards in ROME.

RUSSIA.

(45 enemy planes shot down).

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Enemy-held Atolls in the MARSHALLS Group.

Troop-laden barges in NABUTO BAY (N. Ireland).

Enemy bases at RABAUL (N. Britain) and on DUKE of YORK Island.

Airfields at HANSA BAY (N. Guinea) and WEWAK.

Airfields in BOUGAINVILLE.

Barges along the southern coast of BOUGAINVILLE.

KURILE Islands.

BURMA.

Dump areas at PROME.
Enemy positions in the BUTHIDAUNG, CHIN HILLS and UPPER CHINDWIN areas.

3—3—44 (Friday).

EUROPE (German occupied).

DAY:—
Targets in BERLIN and N. W. GERMANY.
German airfield in FRANCE.

NIGHT:—
Targets in BERLIN and Western Germany.

ITALY.

Railways at ROME, LITTORIO, OSTIENSE and TIRBURTINA.
The airfields at VITERBO, CAMINO and FABRICA DI ROMA.
A tunnel at MONTELERO.
A station at SAN BENEDETTO.
Gun positions and road traffic in the ROME area.
Shipping off the DALMATIAN coast.
The harbour at ZARA.
Communications on the W. coast of ITALY.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Enemy positions in the ADMIRALTY Islands (8 planes shot down).
Enemy targets near CAPE ST. GEORGE and NAMATANAI.
Barges off CAPE HOSKINS.
The airfield at GASMATA (N. Britain)
Barges and other targets at ALEXISHAFEN (N. Guinea).
KAHILI (BOUGAINVILLE).
Gun positions in the BALLALE.
The airfield at BUKA (Solomons).

BURMA.

FORT WHITE.
Enemy positions in the ARAKAN, MAYU and KALADAN areas.
Locomotives, rolling stock and rivercraft throughout Northern BURMA
The airfield at SHWEBO.

4—3—44 (Saturday).

EUROPE (German occupied).

DAY:—
BERLIN
Targets in East GERMANY.
Military targets in Northern FRANCE including the PAS DE CALAIS area.
Coastal targets between CAP GRIZ and at BOULOGNE (France).

Night :—
Targets in BERLIN and Western GERMANY.

ITALY.

Shipping off the W. coast of ITALY and at PORTO SAN STEFANO.
Sweeps over the battle areas (1 enemy plane shot down; 2 Allied planes missing).

RUSSIA.

(49 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

The Jap base at RABAUL (N. Britain).
Barges off the coast of New BRITAIN.
Gun positions near ALEXISHAFEN.
Enemy positions at SUA River.
Shore positions and barges at EMPRESS AUGUSTA BAY.

BURMA.

The town of BHAMO.
Enemy airfields in Southern BURMA.
Enemy positions in the KALADAN and ARAKAN areas.
Objectives along the CHIN Hills and CHINDWIN area.
Troop and stores in Northern BURMA.

ENEMY AIR RAIDS.

28—2—44 (Monday).

BRITAIN.

No enemy air activity.

RUSSIA and FAR EAST.

No information.

29—2—44 (Tuesday).

BRITAIN.

LONDON area; A few places in S.E. ENGLAND.

RUSSIA and FAR EAST.

No information.

1—3—44 (Wednesday).

BRITAIN.

LONDON area.

RUSSIA.

No information.

FAR EAST.

Air duel over RABAUL (1 Jap plane shot down).

2—3—44 (Thursday).

BRITAIN.

No enemy air activity.

RUSSIA and FAR EAST.

No information.

3—3—44. (Friday).

BRITAIN, RUSSIA and FAR EAST.

No enemy air activity.

ITALY.

Patrolling over the beach-head area.

4—3—44. (Saturday).

BRITAIN.

No enemy air activity.

RUSSIA and FAR EAST.

No information.

5—3—44 (Sunday).

BRITAIN.

No enemy air activity.

RUSSIA and FAR EAST.

No enemy air activity.

SIDE LIGHTS.

A COMPARISON AND A CONTRAST. 1943, though a year of great victories, was still a year of preparation. Side by side with the conquest of AFRICA, proceeded the reconquest of the sea menaced by the U-boat, and the building up of mighty Anglo-American forces. In the first quarter of

1943, Allied shipping losses were grievous: steadily the situation improved. 850 ships were simultaneously employed during landing operations in AFRICA; the number increased to 3,250 during the Sicilian operations. In May, the anti-U-boat offensive began. At the end of the year, Col. Knox made the momentous announcement that the shipping losses since the war began had all been made good. In January, this year, according to the enemy's own admission, the figure for Allied shipping losses by U-boat action was the lowest for several months. The time is mature now for large amphibian operations. The seas are now dominated by the Allies more than ever.

In contrast, 1943 had proved a year of waning strength for GERMANY, her navy mostly sunk or immobilised, the *Luftwaffe* emasculated and her land forces, though powerful still, partly annihilated in RUSSIA, and spread out all along the European coastline, over-stretched and sprawling. The strain has almost reached the breaking point. This is the meaning of the STALINGRAD and KANEV liquidations, of the withdrawals, the retreats and the routs, in RUSSIA, where once the victorious Panzers had marched in triumph to the very foothills of the CAUCASUS. This is the reason, also, why these forces in impotence, allowed the Sicilian landings to take place, surrendered SICILY itself, and fell back from the 'toe' to SALERNO before the advancing Allied forces, in the south of ITALY. Now they stand at bay at ANZIO. 1943 has been a year of waning strength for GERMANY—to use a musical expression it has been a *diminuendo*.

By contrast, for the Allies, it has been a *crescendo*. At present, part only of the Allied forces are actually engaged. The 5th and 8th Armies are in action, but there are other British Armies—down, at least, to the 14th, as well as the American and other Allied Armies. In BRITAIN alone, according to German estimates, there are 50 divisions. The Americans put it at 80. When the invasion is launched and the *finale* is struck, as new fronts open and broaden, one by one these Armies will step in and close round the kill. It will be a mounting *blitz* reaching its climax at the end. Not the first blow but the last will paralyse.

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BLITZ IN REVERSE. This *blitz* may not be so spectacular as the German *blitz* of 1940 but it will be more effective. In its effects it will be cumulative and conclusive.

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THE ANZIO FRONT is a new front created by amphibian operations. These operations involve different stages. First, there is the winning of a bridge-head, with the navy doing the work of the artillery. Then a lull intervenes to build up strength, and lastly, the invasion forces move forward. Landings may be sudden and take the enemy by surprise, but the lull gives the enemy notice. He too rushes to the spot reinforced, and attacks. Thus the best of amphibian plans may be upset.

At ANZIO, we are now passing through the middle stage. The beach-head has been secured, reinforcements are being landed, and the enemy's attacks are being repelled. The third stage may soon be expected to follow. As an official spokesman has said, 'The Allies will not remain indefinitely on the defensive.'

The German-controlled Rome Radio has announced that the Allies have already taken the initiative. This may be true or false.

Marshal Kesselring, too, is regrouping and remarshalling for a fresh major assault. Thus, bitter fighting lies ahead. But we have the assurance of the military leaders, who, as Mr. Churchill said, on Feb. 22, are confident of final success. He added ' British, American, Indian, Dominions, French and Polish troops, fighting side by side, in noble comradeship are in the highest spirit of offensive vigour '.

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INTER-LOCKED RAIDS. This week BERLIN had a new experience. Flying, alternately over the German capital the R. A. F. and the U. S. A. A. F. carried out non-stop, day-and-night raids. On March 1, American fighters carried out a day-light sweep over the city ; the same night, the Mosquitos ravaged it, and on the following day, another American raid followed, this time with bombers. BERLIN was given no rest. Mosquitos were over the capital again on the night of the 5th.

Last week, we pointed out that the recent attacks had been concentrated on airfields and centres of aircraft production. The results of the main attacks for a week are tabulated :—

	Date.		Target.	Losses in Aircraft—Allied.	Enemy.
1.	Feb. 19—20	(night) ...	LEIPZIG ...	79	...
2.	,, 20	(day) ...	,, ...	22	126
3.	,, 20—21	(night) ...	STUTTGART ...	10	...
4.	,, 21	(day) ...	BRUNSWICK ...	15	51
5.	,, 22	,, ...	BERNBURG and REGENSBURG ...	15	123
6.	,, 24	,, ...	SCHWEINFURT and STEYER ...	56	156
7.	,, 24—25	(night) ...	,, ...	36	3
8.	,, 25	(day) ...	REGENSBERG and STUTTGART ...	...	27
9.	,, 25—26	(night) ...	,, and AUGSBURG ...	24	...
				257	486

All the raiders were based on BRITAIN, except those that visited STEYER and REGENSBERG. These were attacked by Italian-based bombers. All night raids were carried out by the R. A. F., all day raids by the U. S. A. A. F.

In raids 1 and 3, 2,300 and 2,000 tons were dropped; in 1 to 8, 13,000 ; in 2, 4 and 7, 2,000 and 1,000 aircraft were used.

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NEW FEATURES. There are several features in these raids which deserve attention.

(1) Allied long-range fighters, which formerly only did escort duty for the bombers, now possess enough defensive power to penetrate into enemy country as far as REGENSBERG.

(2) The present two-way bombing is from about 500 airfields in BRITAIN and ITALY. The Italian airfields are spacious. Italian-based and British-based bombers strike the same targets, sometimes together.

(3) The difference between the Allied and enemy casualties is striking, as the tabulated figures above show. But it must be added that, while the enemy's losses are mostly in fighters, the Allied losses are in bombers. Bomber losses are more serious, as they involve the loss of more crews, than losses of fighters. Weekly German losses, of aircraft, on an average, exceed weekly German production of new aircraft.

(4) Sir A. Sinclair, presenting the Air Estimates observed that the Air war had now reached a decisive stage. It might mean more massive attacks with the coming of Spring.

(5) Our bombers are now fighters also, and our fighters also bombers.

(6) Allied scientists are preparing the way for new wonders in aircraft design, while the rank and file of German scientists have disappeared under Nazi persecution.

(7) In the first seven weeks of the year, British, Dominion, Allied and American, light and medium bombers, escorted by R. A. F. Typhoons, Spitfires and Huricanes, flew more than 15,000 sorties from BRITAIN to the Continent. This figure excludes the U. S. A. A. F., four-engined bombers and their escorts. This means, excluding the many days in winter prohibiting any sally, an average of 1,000 aircrft every operational day.

(8) The reaction of the *Luftwaffe* to these raids has been extremely poor. Most of the Allied losses are due to flak action. The Germans appear to have abandoned all attempts to penetrate the fighter screens accompanying the Allied bombers. The German fighters show no inclination to fight.

(8) As air-power is a new weapon its possibilities have not yet been assessed fully. To the average mind, an aerial raid over an industrial centre looks little compared with the capture of a village on land.

To the question whether air-power by itself can win a war, GERMANY may soon be expected to supply an answer. The experiment is being conducted over her in all intensity.

(9) Paradoxically enough, air-war may prove a saver of lives. In AFRICA, during the Allied march from EL ALAMEIN to ALGIERS, compelling the surrender of a quarter of a million of Germans, Allied casualties were 400,000 only. In the last war the sacrifice at PASSCHENDAL alone was higher. The present mercy is due to air-power.

In the coming invasion also it may save lives. Air-power is softening the enemy and is destroying his weapons to resist with and the will to fight.

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WHAT IS THE GERMAN REACTION? First, the German broadcasts allure their people by assuring that all is well with GERMANY in spite of the raids, that the attacks are on residential areas only, that the *Luftwaffe* is really much stronger than it looks, and that it is going to reveal its full strength only when a large-scale invasion comes off in the West.

Secondly, Goebbels is busy in his own original way, carrying on, what he calls, 'a courage-stimulating campaign'. It is a concert-hall drive to soothe the nerves of the bombed-out, homeless civilians. German musicians have been ordered to compose new songs, and fiddle louder and louder.

Thirdly, what we prefer to call the sneaky retaliations, the inbecile raids on BRITAIN. True, that these too kill and destroy—but the victims are the women and children in schools and hospitals. Every time the raiders come, they are partly destroyed; the damage they inflict every time is nothing compared with the loss inflicted on the enemy, German bombers steal into BRITAIN flying over incredible heights, they drop their loads indiscriminately, and bolt back to FRANCE, that is, those of them that manage to escape.

THE BATTLE FOR THE BALTIC STATES. The limited operations which began in front of LENINGRAD for the liberation of the city, have now developed into a general offensive to free the Baltic States of ESTONIA, LATVIA and LITHUANIA. The operations extend along a front of 500 miles from the Gulf of FINLAND to the German fortress of ZHLOBIN. ESTONIA is the most northerly of these States. The Russian drive in this direction is along a 30 mile front between Lake Peipus and the Gulf of Finland. The Russians first forced the Narva river and secured a bridgehead on it. Then they cut the railway connecting NARVA town with TALLINN (REVEL), the Capital of ESTONIA. Now NARVA town itself has been encircled. The German garrison is fighting hard to escape.

At the southern end of Lake Peipus, Soviet armies are converging on the railway junction of PSKOV, the gateway to LATVIA, the middle Baltic State. PSKOV also has been virtually encircled. Four out of six railway lines which meet at PSKOV have been cut. Still farther south, other Russian armies are pushing towards OPOCHKA and IDRITSA, on the railway running to the border of LATVIA.

Between these two States lie OSTROV, DNO and KHOLM on the German line of retreat. These are also threatened.

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OTHER OFFENSIVES. In White RUSSIA, VITEBSK and BOBRUISK on the way to LITHUNIA, are threatened.

The entire enemy position from NARVA in the north to ZHLOBIN in the south has become shaky.

A new offensive has been launched on the lower Dnieper front. The Ingulets river has been forced, and the VINITSA—UMAN line and the ODESSA—WARSAW railway have been cut.

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THE POLITICAL MOVE.. Behind the military operations on the Baltic front there is also a political drive. RUSSIA has offered autonomy to the tiny Baltic Republics within the ambit of the larger Soviet Republic, a new pattern of liberty, which is very different from the Nazi scheme of New Europe. The union of the Baltic States with Russia, if carried out, will isolate FINLAND and force her hands to peace.

Russian armies having reached the coast-line of the Gulf of Finland, the time is ripe, and MOSCOW has broadcast peace terms to the Finns also. Considering the earlier desertion of the Finns, at a time critical to RUSSIA, the Russian peace terms should be considered moderate. If the Finns are wise they will accept them now. Later, the conditions may be stiffened.

But it must also be conceded that the position of the Finns is difficult, and is similar to Badoglio's before ITALY surrendered. There are seven German divisions inside FINLAND, guarding its copper and nickel mines. These must be driven out or interned. If the Finns are unable to expel them, the Red Armies must do it.

As expected, the Finnish Government is prevaricating. The HELSINKI Radio has announced the Russian terms to the Finnish people, with the comment that no peace negotiations with RUSSIA have taken place. Information has been received however that a number of prominent people have gone from HELSINKI to STOCKHOLM, including the head of the Bank of FINLAND, by a special plane, for negotiations. The Finnish Government is not so ignorant or indifferent as it pretends. These are also rumours of secret visits to BERLIN.

The *Pravda*, the Soviet official organ is blunt. It says, 'The Soviet terms are generous, but their commendation by most of the Finnish Press casts doubt on the sincerity of the Finnish rulers when they say that they want peace. If FINLAND is mistaking magnanimity for weakness, she will have to suffer bitter disappointment.'

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THE CONSEQUENCES TO GERMANY. If FINLAND goes out of the war, it will compel a German withdrawal on the MURMANSK front also. NORWAY will be threatned. If the Germsn forces withdraw into NORWAY they will be exposed to British attacks at any point along a thousand miles of coast-line. The surrender of FINLAND will radically change the entire battle-front alorg the whole of the northern coast-line of EUROPE from MURMANSK to NORWAY.

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PACIFIC VICTORIES. Once more the Americans have carried out a bold attack, and seized some islands in the Admiralty group of islands in the BISMARCK ARCHIPELAGO by surprise. These new acquisitions are valuable, as they lie between the Japanese bases of TRUK and RABAUL.

Japanese forces in NEW GUNIEA have been completly isolated. According to the *Times*, Australian troops in the interior have come across many dead bodies of the victims of disease, starvation and suicide.

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ANOTHER VICTORY. If the Pacific victories have shattered the myth of Japanese invincibility at sea, the recent victory on the Burmese frontier has broken another myth, that of Japanese superiority in jungle warfare. Lord Wavell wrote recently in an American paper that the ARAKAN tragedy of last year was due to the inexperience of our men in Jungle fighting. Recently, Tojo, also, presuming on this generally held belief, threatened INDIA with invasion; TOKYO radio announced that the first objective was CHITTAGONG; SINGAPORE radio whooped that the Japanese march to DELHI had begun. Some 10,000 Japanese troops, had also begun to infiltrate round the NGAKYEDAUK Pass. But the attempt sealed their fate. This time they met experienced troops—British, Indian and West African. The attackers became the attacked, were surrounded and decimated.

ANZIO AND NETTUNO IN RETROSPECT.

Since the British and American forces made their surprise landing on the beaches near Anzio and Nettuno, public opinion in Allied countries has swung from glowing optimism to chilly forebodings of a second Gallipoli or Dunkirk, declares a London commentator. It is instructive to learn that the Germans have been doing very much the same thing, although the graph of their reactions has a different shape. The initial operation came as a great shock to them, and a general collapse of their front covering Rome seemed very possible. Then they recovered their breath, and when Kesselring counter-attacked, there was jubilation. We were about to be driven into the sea. Now Dittmar and other spokesmen are adopting a line of cautious optimism. It is worth reminding ourselves that a measure of uncertainty applies to both sides in war, and we must not

think that the enemy's problems do not exist, merely because they are not so apparent. It is more possible now than hitherto to stand back and appraise the situation—as it has developed so far.

Almost from the beginning it was evident that this landing was not intended to be a swift thrust to isolate the German front from its Roman base. That would only have been possible if Anzio or Nettuno, instead of being little seaside resorts used by tiny coastal vessels, had been first class ports, through which a large volume of supplies could be poured at speed. Since the absence of a good port was known beforehand, General Alexander's intention must have been to build up (as landing facilities permitted) a strong spearhead directly threatening the German supply lines. What we do not know yet is the precise function of the bridgehead in General Alexander's plan. It may continue to be diversionary, in order to weaken the enemy in the Cassino sector of the main front, and so assist in effecting a frontal breakthrough to Rome. On the other hand, its eventual purpose (when thoroughly consolidated) may be more ambitious—to drive straight across the German rear. Moreover we cannot tell to what extent the original plan may have been modified by the nature of Kesselring's reaction.

We can, on the other hand, form a judgment on the actual making of the bridgehead. It is clear that the commander on the spot (his name has not been divulged) was under orders to seize and consolidate a position, and not to indulge in an offensive which could not be immediately sustained. When it became apparent that the enemy had been taken completely off his guard, the commander was in something of the position of the left wing forward, who suddenly finds the ball at his feet and sees what looks like an open run to the enemy's goal. He knows that he must not make a wild unsupported rush and "shoot." On the other hand, he finds that his situation is more favourable than he had been led to expect when the ball was passed to him.

In such circumstances, the Commander-in-Chief must always leave considerable discretion to the responsible officer on the spot. In this case the latter (too conscious, perhaps, of his responsibilities) seems to have been overcautious. He did not dribble the ball far enough forward. An important element in consolidating a position is to secure adequate elbow room. The bridgehead was too shallow, and the Germans promptly exploitod this weakness by bringing up heavy artillery, which has been able to plaster our positions from all sides and right back to the beaches. Moreover, our failure to get astride the Appian Way, while opposition was negligible, subsequently gave the enemy a great tactical advantage.

Overcaution proved to be the more dangerous course, for in a bridgehead as shallow as this any breakthrough by the enemy would at once begin to threaten the beaches. Incidentally, there may have been too much reliance on air supremacy. Air bombardment has never yet paralysed a movement of troops and guns. and once battery positions have been established, camouflaged guns can go on supporting the infantry, and plastering the supply routes in weather conditions which compel the air "umbrella" to fold up.

The Allies made their mistakes. So did the Germans. Instead of attacking the bridgehead on both flanks, and so threatening it with encirclement by the nine German divisions they adopted their favourite plan of making a terrific concentration of men and fire power on a front only two miles wide. They calculated that this "fist" would be irresistible, and would punch a hole in our defences through which their forces could pour down the road to Anzio. The cool skill and gallantry of our troops have held

the enemy in two series of attacks, which have been described as the most ferocious fighting yet seen in the Italian campaign. Our men are obviously on their toes, for they have counter-attacked and regained about a mile of the 4,000 yards lost to the south of Carroceto.

By making such a dense concentration of troops with batteries and supply columns, the Germans presented an ideal target for Allied bombers. While our losses have been considerable, German losses have been so crippling that they have been compelled to pause and regroup. It is almost certain that they will soon return to the charge; In fact they must.

In the early stages of the Italian campaign, Kesselring was operating in the south with about five divisions, while Rommel retained a strategic reserve of some 12 divisions in the north. As the weight behind the Allied advance increased, more and more German divisions were drawn to the south. Now there are 18 divisions defending Rome while the northern reserve—to meet this and other calls—has been drastically reduced. In other words, Hitler's determination to retain Rome for political reasons has compelled him to raise the stakes until Italy has become a major front—a development which, in Mr. Churchill's phrase, is "not unwelcome."

Whether by intention or not, General Alexander has raised the political stakes to a new level by landing a force at Anzio. He has challenged in dramatic form the entire German argument that they can win the war.

If the Germans could decimate the Anglo-American force, and compel the survivors to swim for it, they calculate that they could collect a variety of very important dividends. Their success would undermine our own faith in amphibious operations, and so produce an outcry against "casualties to no avail." It would stiffen up the wavering satellites. It would convince the Russians that there was no hope of real land support in the west, and would finally pave the way for a compromise peace.

When the military and political issues at stake are added together, is it surprising that German blood is being shed like water among the ruins of Cassino, and along the neighbouring heights and at the perimeter of the bridgehead, and that the German High Command is developing in Italy something approaching the Stalingrad mentality ?

Rome is not yet won, but the pressure of the Fifth Army on the main front (now reinforced by an Indian and New Zealand division from the Eighth Army) is increasing inexorably, and it would not be surprising if the time were not far distant when the bridgehead force will be strong enough to strike hard offensive blows. When we are able to look back on the Italian campaign and put it in the European setting, we may well decide that the German decision to drain away at least 18 divisions to fight a "peninsular war" was an important contributing factor to bringing about Germany's defeat.

RUSSIA'S ATTITUDE IN POST-WAR EUROPE.

(*The Times*).

While certain constant factors influence and dominate the Russian policy towards neighbouring countries, there is no trace at all of Russian intention to claim any exclusive or preponderant part in the future shaping of the European settlement, *writes The Times.*

It is relevant to any assessment of Russian international aims and policies to remember that for 20 years normal relations between Russia and the outside world scarcely existed.

Official contacts, diplomatic and commercial, were maintained for the transaction of necessary business. But those informal contacts, which are far more valuable to a mutual understanding between nations, were few and sporadic, and such appeals as were made by Russia to the sympathy and friendship of other countries were confined within the framework of the Marxist doctrine, and directed to the adherents of the particular social creed.

The striking changes announced during the past year—notably the disappearance of the Comintern, the recognition of the Church, and the recent constitutional reforms—are symptoms of the change of mood which reflects itself abroad as well as at home. The Russians, seeking to re-establish ties which had been severed, are creating new lines of approach to re-assert her rightful status as a leading and a loyal member of the community of nations, and she is turning to the world around her in a new spirit of flexibility and open-mindedness. Not the least serious handicaps which have to be surmounted are her own lack of trained and experienced men, familiar with foreign ways of thought and action, and a corresponding lack in other countries of men having knowledge and sympathetic understanding of Russian methods and purposes.

EAGER TO HELP.

There is no reason to doubt that this new flexibility will mark the approach of Russia to problems of peace. While certain prerequisites of national security will naturally help to shape the policy of Russia as of her partners, it is certain that Russia will be eager to play her part in inspiring and forwarding the work of social reconstruction in Europe. But this does not mean that she will be able or will desire to play it alone. It goes without saying that Britain will be no less eager, for anything short of this would be an abdication of responsibility, and would soon prove fatal to her prestige and influence as an European and world Power. The issue will be determined not solely or mainly by material resources, but also by a capacity to understand and satisfy social and economic necessities that lie immediately ahead.

There will be a vacuum to fill, and the liberation of Europe will make the shaping of the social policy an urgent practical task. It is symptomatic that Europe and the world should have displayed so vivid an interest in British domestic policies of social reconstruction, for the vigour, creativeness and enterprise displayed in reconstruction at home will help, as is widely recognized, to determine the future place of Britain in the world, and the quality of aid and leadership which she can offer.

ANGLO-RUSSIAN RELATIONS.

Moreover, these same factors will vitally affect the course of Anglo-Russian friendship. Reality of friendship can rest only on reciprocal confidence. Russian policy in Europe will display the qualities, stability and moderation, which are most certain to win British confidence, in proportion as Russia in her turn feels confidence not only in the goodwill but in the vigour and effectiveness of the British policy. Whatever may remain obscure about the attitude of Russia as she faces the world to-day—at the moment when even the glories of military victory cannot lift from the horizon the dark clouds of anxiety for the future of Europe—two things are open to no shadow of doubt; first, that Russia has no desire to return to the isolation of the past; secondly, that she can be most surely and fully won for co-operation in policies which are themselves constructively conceived and vigorously pursued.

The principal danger to future concord in Europe is not that Russia seeks to pursue there a policy incompatible with that of Great Britain or of the United States, but that the moment of victory may arrive without any serious attempt by any of the three Powers to formulate and agree upon constructive and long-term projects. If that unity between the Allies, which is essential to the peace and the stability of Europe and the world, is to be maintained beyond victory, there can be no other way than by spontaneous acceptance and pursuit in common of the positive policies as vital as victory itself.

DIPLOMATIC BACKGROUND TO THE WAR.

(*W. N. Ewer.*)

In the political part of Mr. Churchill's speech to the Commons a key passage was, I think, one in which he pointed out that the British Government's attitude towards either Allied or neutral Governments is governed by the thought that "this is not the time for ideological preferences for one side or the other" in the internal affairs of other countries.

A rather elaborate myth has been built up on the subject. It has been suggested that with regard to, for example, Italy and Yugoslavia, there is a conflict of policy between Britain and Russia. It has been suggested that in Italy the British Government is supporting King Victor Emmanuel, whereas the Soviet would like to get rid of him immediately.

It has been suggested that in regard to Yugoslavia the British Government from some curious "reactionary" motives, are backing General Mihailovitch, while the Soviet is backing Marshal Tito.

In neither case is there a single shred of justification for the suggestion. In both cases Britain, the U. S. and the Soviet Union are following a concerted and agreed policy.

In Italy, it is agreed by all three that the wisest course is to leave any review of the Italian political situation until the Allies have occupied Rome, and have released for active service the political and administrative assets that still lie dormant there.

In Yugoslavia there is a complex triple situation. There is the legitimate Government in Cairo, which all the Allies recognise, and with which they are all in diplomatic relations. There is General Mihailovitch, still the titular War Minister of the Government. There is Marshal Tito.

At the beginning, there was no reason to distrust Mihailovitch. Now, as Mr. Churchill has made plain, there are many reasons for doing so. At the beginning Tito seemed, seen from afar, not a very important factor. Now he is "a far more formidable champion" than Mihailovitch. Consequently "we intend to back him with all the strength we can draw upon."

But—and this is an essential point—in their dealings with the Purich Government in Cairo, and with Tito and Mihailovitch in Yugoslavia, the British, U. S. and Soviet Governments are working together as they are in Italy. In each case there is a delicate and difficult political problem to solve. But they are being attacked in unison. There is no "ideological conflict" between London, Washington and Moscow.

On the Polish-Russian question, the Prime Minister was naturally rather reserved; for negotiations are even now in progress. But he said two things on the frontier question, still the crux of the whole trouble, which sum up roughly the general view in Britain. One is that Britain's view of a fair and reasonable frontier "in 1919 stood expressed in

the so-called 'Curzon Line'." The other is that though "matters of boundary readjustment should wait until the end of the war," the facts make it "indispensable that some arrangement should be arrived at now."

The implication is plain: that a final and definite settlement be left till after the war, but that the "Curzon Line" should be accepted by both sides as a temporary working arrangement. Whether that idea will be acceptable to the Polish and Russian Governments remains to be seen. But certainly to the British mind—always inclined to look for practical arrangements rather than for perfect solutions—it seems a reasonable and sensible suggestion.

On one European theme Mr. Churchill was silent. He said not one word about any moves for peace between Finland and the Allies. He was silent for a good reason. That something has been happening in Stockholm is obvious enough. But precisely what has been happening is something which the German intelligence service is trying very hard to discover. It is not Mr. Churchill's job to do anything to enlighten them.

Germany is watching Finnish possibilities with deep attention and deep anxiety. For they are crucial. There are no illusions in Berlin about the effect of a separate peace between Finland and the Allies. Militarily, it would mean the loss, or hasty and costly evacuation, of the seven German divisions now in North Finland, and the release, for service further south, of the Russian divisions now on the Finnish frontier. Politically it would mean even more. It would be an announcement to the world—including the German people—that one of Germany's allies is now firmly convinced (*a*) that Germany is going to lose the war (*b*) that she no longer has the necessary strength to protect her allies (*c*) that she no longer has the necessary strength to coerce her allies. The effect of that on the other satellite States, and also upon the German people, would be more than important. It is a possibility—to put it higher—upon which the Nazi Government now has to base all political calculations.

Therefore Berlin looks anxiously towards Stockholm. Mr. Churchill wisely remains silent.

HITLER'S EFFORT TO BRIDGE MISTRUST WITH JAPAN.

GERMAN U-BOATS IN THE EAST.

(A. J. McWhinnie.)

Behind recent German radio features emphasising the activities of German U-boats in the East lies a story of growing Axis mistrust.

Hitler and Admiral Karl Doenitz, his naval Commander-in-chief, know only too well that the main battle ground for any hopes of smashing Allied supply-lines must be the Atlantic. Germany, if she is to continue her attempts to strike powerful blows against the main Allied supply routes, needs every possible U-boat in the Atlantic.

Why then should the U-boat strength in the vital waters near home be reduced for the sake of sending them to operate with the Japanese thousands of miles away?

At first glance it might appear that Hitler is striving to placate Tojo, whose growing impatience with the utility of the waning German naval effort is well known. But

there is more in it than that. Hitler can no longer hope for help from Japan. Axis dreams of a join-up in Asia have failed to materialise. The only link between the two ends of the Axis has been by blockade runners, and these have such a difficulty in getting through the close widespread blockade that the link is badly strained.

JAPAN SPARES NO SHIPS.

It cannot have gone unnoticed in Germany that the main risk of the German Japanese blockade-running has been borne by German ships and men. There has been no indication, since the very early days of Japan at war, that a single Japanese ship has tried to get through the blockade with war materials for Hitler. Tokyo has obviously claimed that they have no ships to spare for the long and hazardous 14,000-mile trip round the Cape.

As the German sea war effort declines so the Japanese are becoming less and less inclined to co-operate with Berlin. They still smart in Tokyo at the failure of the German surface navy to pin down British battleships in such large numbers that Britain would be unable to send ships to the East to fight against Japan.

It is against that background of smashed hopes, empty dreams and lack of Axis co-operation, that Hitler and Doenitz ordered several U-boats to the eastern waters to work and fight alongside Japan. No figure has been given of the actual number o German U-boats involved. It is not likely to be more than half a dozen. But because of the vast distance and dangers involved, they will be half a dozen of the finest submarines Germany possesses. It is in the Atlantic that the best submarines are so urgently needed.

VASTNESS OF INDIAN OCEAN.

But operating with the Japanese is only a part of a plan. The deepest reason of all is that those U-boats are under orders to report back to Berlin on what the Japanese are doing to strengthen their shipping position. No German U-boat could operate out in the vastness of the Indian Ocean without fuelling and repair facilities out there. So these German craft are probably drawing fuel, stores and spare parts from Japanese bases like Singapore and Penang, where at the same time the Japanese are no doubt keeping a wary eye on them.

From an operational viewpoint there is nothing extraordinary in German U-boats going out to operate so far from their home ports. Britain too has submarines scoring triumphs against Japan in Far Eastern waters. There was the recent case of Lt. Commander L. W. A. Bonnington, whose home is in Dorset. Operating in the Malacca Straits, he sank a Japanese cruiser as well as three Japanese supply ships.

Berlin knows that vast second front supplies are being brought across the Atlantic to Britain—the springboard for the liberation of Europe. One would think that U-boats would be concentrating against those long lines of Allied convoys which are steaming in with almost 100 per cent safety, rather than in the distant waters of the Indian Ocean where the pickings are smaller, and yet British anti-submarine weapons are just as effective.

GERMANY'S RAILWAY CRISIS.

Germany, who completed her monster programme for the building of locomotives just too late for it to be of as much use to her as she had hoped, faces a railway crisis now in the form of shortage of waggons. In France and Belgium shortage of locomotives is the

main difficulty, but in Germany, especially since her disaster in Russia relieved her of great commitments, supply of locomotives is comparatively good. Production was planned to meet military success in Russia, so her reverses there have left her with considerable stock on her hands.

Waggon shortage, however, counterbalances these few advantages—a shortage which has been developing steadily since last summer when the railways had to carry much traffic normally waterborne because of drought, including crops at harvest time. This caused a congestion of ordinary railway traffic, and before the authorities had time to make good these delays, they had to deal with the evacuation of German cities, rendered necessary by the stunning crescendo of unceasing and devastating attacks delivered by the R. A. F. Military transport was a constant problem, intensified after the collapse of Italy, when major troop movements had to be hastily carried out. The winter has not been severe, but nevertheless winter weather has to some extent impaired the efficiency of the railways, particularly in the mountains. Decimation of the staffs, by influenza and general strain after years of war, have also contributed everywhere to a slowing-down of activity on the German railways. Slower turn round means fewer waggons; hence the shortage. In an effort to cope with the situation, Germany has cut passenger train traffic to an irreducible minimum, introduced excess loading wherever practicable, and enforced many new regulations designed to speed up loading and unloading; but the effort is unavailing. Germany's internal troubles are not ameliorated by the fact that she has been obliged to transfer well over a thousand of the ablest of her already depleted and largely unskilled railway staff to the occupied countries, as a precaution against internal revolt and Allied landings.

Mr. Churchill, in his speech in the House of Commons on February 22 declared: "We look for restriction and dislocation of the entire German munitions supply, no matter how far the factories have been withdrawn... We intend to make war production impossible in all German centres."

The recent terrific onslaughts of Allied air power on Germany are a token of what is to come. Already, the results of bombing are evident in the disorganisation of Germany's communications; while housing, repair and evacuation problems loom large on the German horizon. One other important effect is that in the industrial areas destroyed by bombing, the civilian loses his faith in money. The opening of official barter centres in Berlin is proof of the importance of the new tendency among the German people to deal directly in goods, ignoring money values; as is also Dr. Funk's recent speech, in which he admitted his fear that barter, even though officially recognised and controlled, may still "cut away the ground from under the foot of our whole economic life."

BRIGADIER DAVIES "SCARLET PIMPERNEL" OF BALKANS.

(Morley Richards).

The disclosure of another British "Scarlet Pimpernel" operating with the Balkan guerillas was made in Cairo with the news that Brigadier Edmund Frank Davies, M. C., is seriously wounded and prisoner in German hands. He was head of the Allied military mission to Albanian Partisans.

Treachery brought about Davies' capture. Early last month, he and his few Allied Staff Officers and a party of guerillas were attacked by the Germans north-west of Tirana, the Albanian capital. Heavily out-numbered, the party withdrew to a new hiding place. Some days later it was approached by seemingly friendly Albanians. It was caught off its guard. The Albanians were Quislings. There was a hand-to-hand fight in which several Albanians in Brigadier Davies's party were killed. Their leader was severely wounded.

In German custody, Davies was taken to hospital in Tirana, and the latest news of him is that he is still in a serious condition. So ends for the time being a story which, when it can be fully told, will rank high in the records of courage.

CHOSE HIS GUERILLA JOB HIMSELF.

Davies is 43 years old and is a regular soldier of the Royal Ulster Rifles. Tough, quiet spoken, good organiser and a first class leader of men, he chose his guerilla job himself. British Army authorities in the Middle East set to work immediately after the Germans occupied the Balkans in 1941 to contact the underground movement in Yugoslavia, Greece and Albania. A call was made for volunteers to be smuggled into the country to help organise and find ways of getting aid to the Loyalists. Davies was one of the volunteers.

He knew the Middle East well, having served for several years there, and had some knowledge of the Balkans. In a painstaking way, characteristic of him, he set to work to learn the Balkan languages, and studied the special problems of Partisan resistance to the enemy. How he reached Yugoslavia into which he was first smuggled must remain a military secret.

ATTACHED TO MILITARY MISSION.

He was attached to the military mission in that country and helped to train bands of local men in modern warfare. Resistance in Albania at first was spasmodic. It grew as enemy problems increased and Greeks and Yugoslavs became more and more successful.

Finally, it was decided that Davies should be transferred to Albania with a small mission to help organise the work there. He was brilliantly successful against heavy odds and in the face of innumerable risks. To-day there are large numbers of Partisan bands in the mountainous country giving regular headaches to the occupying Germans, who have tried vain reprisals, such as executions and burning of villages. The fight will go on though Davies is out of it.

FLIGHT WITHOUT PROPELLERS.

(By S. P. Kernahan, B. Sc.,)

British technical journalist and air expert.

With the helicopter it was flight without wings, but with Britain's successfull jet propulsion research comes flight without propellers—and a new chapter to aviation history.

If you take one of the sausage balloons that used to be so popular at parties, blow it up and then suddenly let it go, it will career madly about as long as there is any air left inside. That is about the simplest possible form of jet-propelled aircraft!

The principle underlying Britain's new propellerless plane is actually as simple as that.

Patents on proposals for moving planes or ships by jet propulsion have been taken out by inventors of all nationalities since 1909. The basic idea is far older and is found in nature itself, for an octopus swims by jet propulsion—by filling a cavity in its body with water and then squirting it out.

This background of jet propulsion adds to, rather than detracts, from the fame of the little band of British scientists, led by Group-Capt. Whittle, who have first brought to operative efficiency an idea which has occupied technical men the world over for so long, and previously with so little success.

THE REASON.

Naturally, since the United Nations may make good use of the new plane, very few details will be made public yet. But it is possible to state in general terms why a propellerless plane is wanted, and how it is that a jet-propelled aircraft can fly.

In an ordinary aircraft, the engine power is converted into "thrust" by the propeller which, so to speak, catches hold of the air and throws it backwards at high speed. It is the resistance that the air offers to being thrown backwards so quickly that causes the aircraft to move forward. As soon as it is moving forward sufficiently quickly, the air passing the specially shaped wings will generate enough lift to make the aircraft fly.

The propeller is a very efficient servant, up to a point. It so happens that as soon as the combined rotary-forward motion of the propeller-tips reaches the speed of sound—770 miles per hour at sea level, decreasing to 660 miles per hour at 36,000 feet—the air begins to object to being "manhandled" in this way. Shock-waves are set up in the air flow, the "drag" increases tremendously, and no increase of engine power can be put to useful work.

In modern fighter planes, which habitually reach high speeds at great heights, the propellers are already operating within 10 per cent or so of the limiting speed. Hence, if any big advance in speed was to be achieved, some way of dispensing with the propeller had to be perfected.

TWO TYPES.

The jet reaction system, being already known in principle, naturally offered itself as an alternative, since it produced a forward thrust without the aid of an external propeller.

Really there are two types of jet propulsion, the cold air jet which is the simplest, and the hot jet, which is a more powerful improvement. The sausage balloon is a cold jet example. In theory, at least, an aircraft could fly in the same way—by continuously sucking air in at the nose, compressing it to a high pressure, and then releasing it through a nozzle at the rear of the plane. Granted the ability to handle a sufficient volume of air in this way, the cold air jet aircraft would undoubtedly fly.

It soon became evident, however, that the power produced by the cold jet system was not likely to be sufficient to make it a good substitute for the ordinary engine and propeller system. Some way had to be found of increasing the energy developed.

HOT JET PROPULSION.

Now there is another old-established variety of jet propulsion and that is the rocket, which of course is a hot jet, since it is propelled by the conversion of a fairly slow-burning explosive into a big volume of hot gas. The rocket might be called a "temporary hot jet" machine, since the explosive is used up quite quickly, while an aircraft needs a "continuous hot jet", which can keep the machine going for hours if need be.

Inventors, accordingly, sought for a compromise type, and they found it by adding a new stage to the cold air jet system. Air was still to be sucked in at the nose, compressed to a great pressure, and then allowed to expand in a jet at the rear of the machine. But it was to be converted into a hot jet at the beginning of the expansion process by injecting liquid fuel—such as petrol or heavy oil—into the air stream at this point.

Most people know that when oil is burned it produces a very large volume of hot gases, and the addition of these to the jet, it was hoped, would supply just that amount of extra "kick" which would make jet propulsion a practicable system.

OTHER USES.

From some of his early patents, published in 1930 and 1936, it is known that Group-Capt. Whittle was using an internal-combustion turbine driving a centrifugal air-compressor mounted on the same shaft as the turbine, to supply the power for his system. Engineers have always expected that the internal combustion turbine, when perfected, would be much lighter, power for power, than an ordinary petrol engine, and capable of using cheaper fuels.

So, if we assume that the new plane has such a turbine, as seems most likely, it is possible to visualise the turbine part of the invention applied to an endless variety of uses quite apart from aircraft.

In this case, Whittle's name will go down to history with that of another Englishman—Sir Charles Parsons—who gave the world that other great invention, the steam turbine.

JAPS LEAVE DEATH AND DESOLATION
ATROCITIES IN HUPEH AND HUNAN
CHINESE JOURNALIST'S EYE WITNESS ACCOUNT

There has just been published a first hand account by C. Y. Hsu, of the Central News Agency of China, of the atrocities perpetrated by the Japanese in the summer of last year during their retreat from Changteh through the fertile and once prosperous country on the Hunan-Hupeh border.

I have travelled on foot for about 250 kilometers from Santouping to Tsinshih following the main route of the enemy retreat. What I saw and heard was hellish devastation and misery. Whole villages and towns were blotted out, leaving only charred beams and burned bricks ; and tiles, and broken utensils marked their sites. Often for miles I did not meet a single soul or hear a dog bark or a cock crow. It was so deadly quiet and lifeless that I wondered whether the world had come to an end.

When I did see signs of humanity, I met men and women with nervousness and worry written on their faces. Most of them were refugees who had survived the enemy slaughter and cruelty. I asked hundreds of them what happened when the enemy came. The invariable answer I got was : "Horrible ; they massacred civilians, burned houses, raped women, kidnapped men and looted property."

It seemed that the Huns were once again let loose, laying waste and spreading terror wherever they went. Destruction and misery mark their routes of advance and retreat.

Ruins here, ruins there, ruins everywhere. Picking my way through shambles at Changyang, Moshih, Nierchiaho, Shengchiaping and other places, I thought I was walking amidst ruins wrought by medieval barbarians. As I walked along often for scores of miles I could not find any restaurant or store where I might get food, or when

darkness was deepening find an inn at which I might stay. On most occasions I would enter any farmer's cottage I happened to approach, and arrange for one board and two benches with which to make a bed.

MASSACRE AT CHANGKAO

Incomplete statistics show that more than 5,000 houses were burned at Itu and 3,000 at Changyang. Generally speaking, from 40 to 100 per cent of houses at places where the Japanese had set foot were burned. Records of Japanese incendiarism would have been higher, had it not been for the hot pursuit of the Chinese forces, and the fire-fighting efforts of civilians who did their best to put out fires as soon as the enemy had left.

Civilians murdered by the Japanese at various places ranged from a few persons to tens of thousands. The most terrible massacre was committed by the Japanese at Changkao in the Hanshou district in the Tungting Lake area. This once peaceful township was turned into a slaughter house when the Japanese arrived there. Over 20,000 people, including the local inhabitants as well as refugees from other places in the lakeside area, were massacred in cold blood. These people who took refuge there were completely trapped, as Changkao is practically surrounded by water on all sides. The massacre continued for five days, during which the Japanese made a thorough search of all houses, woods, bushes and paddy fields, and sent out patrols by boats to prevent escape by water. To save ammunition, they used bayonets to kill the defenceless people. Corpses lay all over the place and floated in the lake.

Following the recovery of Changkao, the first thing the Chinese authorities did was to bury all the dead, but it is feared that an epidemic may break out, as there are too many corpses and sanitary facilities are lacking.

SADISTIC CRUELTY.

Upon their entry into a village or town, the Japanese at once sought young and beautiful girls. Thousands of women they raped in West Hupeh and the Tungting Lake area, including women of over 70 and little girls of about seven. Some victims were bayoneted to death. The magistrate of Itu told me that at least 3,000 women in his dirtrict were dishonoured by the marauders.

When the Japanese invaded Chiachia village in Lihsien, west of Tungting Lake, a delegation of villagers received them and promised to offer them whatever they wanted, if only they would leave their womenfolk alone. The Japanese commanding officer flatly turned down their request.

Thousands of men were commandeered by the Japanese and treated as slaves to bear loads or do other kinds of hard labour. Most of them were taken to the north bank of the Yangtze river upon the enemy's retreat. Some who escaped brought back stories of Japanese cruelty and bestiality.

Japanese destruction was carried out with malicious intent. They killed all oxen and cows they came upon. A preliminary investigation reveals that in Itu some 4,000 oxen and cows were killed, and in Changyang some 3,000. After killing an ox or cow, the Japanese cut off only one piece of meat from it and left the rest of the carcass to rot.

The Japanese marauders broke all cooking utensils—pots, pans and kettles—and took away scrap. They also dashed to pieces all dishes, bowls and cups. They set afire grain when they could not take it with them. Farmers told me that the enemy did not plunder much rice in the Tungting Lake area, as it was not yet harvested at the time of invasion. Only limited quantities in granaries were looted or destroyed.

Japanese troops robbed Chinese of their cotton quilts and clothing. They spread the cotton quilts on slippery mud paths, as there were torrential rains, and tore up the clothes to bind the legs of horses and mules. Though travelling in a wild countryside, I had no difficulty in finding my way as it was marked by ruined houses, shreds of cotton quilts and clothes.

VANDALISM ENCOURAGED.

The Japanese not only indulged in vandalism themselves, but also encouraged puppet Chinese and Mongol troops to do the same. Villagers told me that they distinguished some Mongols among enemy cavalry men. They described them as "tall and bearded." Puppet troops were strictly forbidden to talk to Chinese villagers, for fear they might fraternise with them. However, despite Japanese precautions, many puppet troops surrendered to the Chinese Government troops. Sometimes they killed their Japanese commanding officers before coming over.

Preliminary statistics show that as a result of the recent Japanese invasion of West Hupeh and the Tungting Lake area in Northern Hunan, the heaviest losses sustained by one *hsien* (county) amounted to about Ch$ 150,000,000 (£ 1,875,000), and by one *hsiang* (village) as much as Ch$ 10,000,000 (£ 125,000).

Because of the lack of seeds (burned) and farming cattle (killed) and implements (destroyed), vast tracts of land now lie idle. With their houses and property destroyed and ravaged, hundreds of thousands of people were rendered homeless and destituted They will be facing starvation and cold with the advent of autumn and winter. Both the central and provincial authorities are devising relief measures, and have appropriate, relief funds aggregating Ch$ 13,000,000. But the task is titanic, in view of the magnitude of destruction wrought by the enemy.

PICTURE OF JUNGLE TERRAIN IN NEW GUINEA.

Kenneth Slessor, the Australian Official War Correspondent, supplies a picture of jungle terrain in eastern New Guinea, where Australian troops stand with the Americans after having pushed the Japanese back from the Huon Peninsula.

"There is not a square foot of this territory which is not crowded with the pushings swarming and groping vegetation. There is a viscid sticky earth under this green chaos, but from the air you cannot see it. Trees and bushes scrub and lock leaves and branches overhead as if to keep them secret. Where they diminish, the Kunai begins—a tide of surging, waist high native grass, tough and sharp as metal. Roots clot the riverbeds, and vines run madly through the foliage to loop themselves over the boughs. Sometimes there is plantation of cocoanut palms, with light filtering in the watery slopes through the limp leaves, and bald grey cocoanuts heaped where they have fallen. But even the tiny clearings of the gardens, glittering with yellow croton flowers and scarlet hibiscus, are hemmed in by ridges and razorbacks rising steeply to enormous mountain ranges, so high that shelves of floating cloud bisect them.

"Clambering up these precipices, sometimes above 10,000 ft., loaded with 40 or 50 pounds of battle gear, is a physical torture, and slipping and sliding down worse misery. At times ascent is so sheer that a man scrambles desperately on all fours or claws with hands and feet to naked rockfaces, his boots fumbling and scrabbling on the brink of an abyss. This is painful enough when not raining, which is seldom; if it is wet, which is often, it is a nightmare road to war."

GENERAL.

Looking back over the past year India can, with justifiable pride, pay due tribute to her soldiers. In a year during which some of the most crushing defeats were inflicted by the United Nations forces on the Axis, men from India played a vital and prominent rôle.

The brilliant achievements of the famous 4th Indian Division in North Africa will go down in history. These men lived dangerously, under conditions of acute discomfort, for long periods. Many gave their lives that freedom might live ; others languish in prison camps, but all combined to add another glorious chapter to the annals of Indian military history.

Behind the feats of the "Fighting Fourth" on the battlefields of Tunisia lie the efforts of their countrymen on the home front, the men in forge, factory and field who helped to make India a veritable arsenal.

On the Eastern Frontier of India, the Arakan campaign which started in mid-December 1942 and ended with the withdrawal of our forces from Maungdaw and Buthidaung in May 1943, was an inconclusive and depressing stalemate. Nevertheless, during this campaign—never intended as a major offensive into Burma proper, much was accomplished. Although the primary objective was not achieved, that of the capture of Akyab, valuable experience in enemy tactics was gained, and our Indian and British troops inflicted considerably more casualties on the Japanese than they suffered.

The audacious penetration into the heart of enemy-occupied Burma, by a self-contained and independent force from India, was one of the outstanding military feats accomplished against the Japanese during the year. Led by Brigadier O. C. Wingate, D.S.O., this force, which included a number of Gurkha and Indian troops, blew up bridges, cut railway lines, and attacked the enemy wherever they were found. They were instrumental in keeping a large Japanese force busy running hither and thither in vain efforts to trap them.

India's war effort has doubled and re-doubled itself these last twelve months. Further expansions have taken place in all fighting services, and the strength of the Army in India rose to the neighbourhood of 2 million—an increase of 8 lakhs from last year's figures.

R. I. N'S WORK. The expansion of the Royal Indian Navy in all its various branches has steadily continued throughout the twelve months. The number of officers and men has now increased to a figure ten times what it was when the war broke out.

In the Arakan Campaign, R. N., R. I. N. and Burmese Coastal forces did Trojan work continually harassing and intercepting Japanese reinforcements and supplies proceeding up the Arakan coast and on the Mayu River.

In Mediterranean waters also, H. M. I. ships formed part of a screen of escorting warships that took the formidable armada of several thousand transports and landing craft from N. Africa to the S.-E. sector of Sicily in the second week of July 1943. That the United Nations losses on the passage across were so small, and that supplies and reinforcements reached our troops in a steady flow, is a tribute to the thoroughness with which the Royal Navy, the Royal Indian Navy, and the Allied Navies performed their task.

The Indian Air Force, ten years old on the 1st of April this year, has continued to expand by leaps and bounds. Outstanding developments were firstly, the appointment of an Inspector-General, whose primary function was to develop plans for the setting up of a self-contained Indian Air Force–manned, serviced, and administered by Indians ; and the other, the appointment of Wing-Commander S. Mukerjee of Calcutta to command a station at Kohat—the first Indian Air Force Officer to be given charge of an operational station.

During the year, one of the squadrons operated over Burma carrying out important reconnaissance work. They penetrated deep into enemy occupied territory, and returned to base with important photographic records. On the North-Western Frontier, the Indian Air Force continued to be entirely responsible for "Watch and Ward" duties.

NEW CORPS. Two new arms have been added to the Indian Defence Forces–The Indian Army Medical Corps and the Corps of Indian Electrical and Mechanical Engineers. The first was formed by amalgamating all branches of the Indian Military Medical Services, the I.M.S., I.M.D., and I. H. C. into one homogeneous organisation. Members of the I M.D. were considered for emergency commissions into this new Corps, and a parallel development of great significance was

the granting of similar emergency commissions to licentiate medical practitioners recruited direct from civil life.

The I. E. M. E. was formed to take over the engineering functions and technical personnel hitherto controlled by the Indian Army Ordnance Corps. To young Indian engineering students on the threshold of their careers the new Corps which came into being on the 1st of May 1943, offers a unique opportunity.

India's supply services rapidly expanded during the year, in order to meet her various large commitments at home and overseas. Her contribution in the supply field to the victories in North Africa calls for special mention.

Apart from the men and the machines of the Allied forces, India was almost wholly responsible for the supply of bulk stores to this theatre—from railway wagons to landing craft and electric torches. Many hundreds of steel huts and sheds for housing troops in training, and similar structures for military garages, hospitals and aeroplane hangars were fabricated in India from Indian Steel. Medical stores, tent equipment, munitions, etc., were sent out in gigantic quantities.

TECHNICIANS—TRAINING.

Applications are invited from candidates for training as Fitters, Electricians, Blacksmiths, Textile refitters (upholsterers) and Carpenters in the Technical Training Centres attached to His Highness the Raja's College, Pudukkottai and the P. W. D. Workshop, Pudukkottai.

2. Selected candidates will be paid stipends during the training at the rate of Rs. 29 a month if they have passed the School Final Examination, and Rs. 24 if they have not.

3. Detailed particulars regarding the training scheme can be had from the State Engineer or the Principal.

4. Forms of application can be obtained from the State Engineer.

5. The Selection Committee will select candidates on the 22nd of every month at 11 a.m., in the State Engineer's Office, Pudukkottai.

Members of the public are requested to make a free present of any suitable old Tamil books they can spare for the perusal, in their leisure time, of our soldiers outside India.

Books so given will be handed over to the Superintendent of the State Press, who will arrange to despatch them.

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU.

PROGRAMME.

LECTURE CLXXXVIII. (*Batch 4*).

11- 3-44	Municipal Office	... 6.00 p.m.	15- 3-44	Nartamalai	... 7.00 p.m.
12- 3-44	Alangudi	... 7.00 "	"	Uppiliakkudi	... 7.30 "
"	Rasiamangalam	... 7.30 "	16- 3-44	Andakkulam	... 7.00 "
13- 3-44	Puttambur	... 7.00 "	"	Killanur	... 7.30 "
"	Vaithikkovil	... 7.30 "	17- 3-44	Kodumbalur	... 7.00 "
14- 3-44	Vadavalam	... 7.00 "	"	Viralur	... 7.30 "
"	Sammattividuthi	... 7.30 "			

LECTURE CLXXXIX. (*Batch 5*).

18- 3-44	Municipal Office	... 6.00 p.m.	22- 3-44	Vellanur	... 7.00 p.m.
19- 3-44	Nirpalani	... 7.00 "	"	Sembattur	... 7.30 "
"	Avur	... 7.30 "	23- 3-44	Puliyur	... 7.00 "
20- 3-44	Tirumayyam	... 7.00 "	"	Kannangudi	... 7.30 "
"	Melur	... 7.30 "	24- 3-44	Konnaiyur	... 7.00 "
21- 3-44	Pallivasal	... 7.00 "	"	P. Puduppatti	... 7.30 "
"	Pillamangalam	... 7.30 "			

RECRUITING—ADVERTISEMENT—4 p. m.

11— 3—44	Vettamviduthi.	18— 3—44	Tirumayyam.
12— 3—44	Marudankonviduthi.	19— 3—44	Embal.
14— 3—44	Konapattu.	21— 3—44	Ramachandrapuram.
16— 3—44	Kilanilai.	23— 3—44	Kulipirai.
17— 3—44	Pappapatti.	24— 3—44	Pudukkottai.

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